

THE AMERICAN ARCHITECT



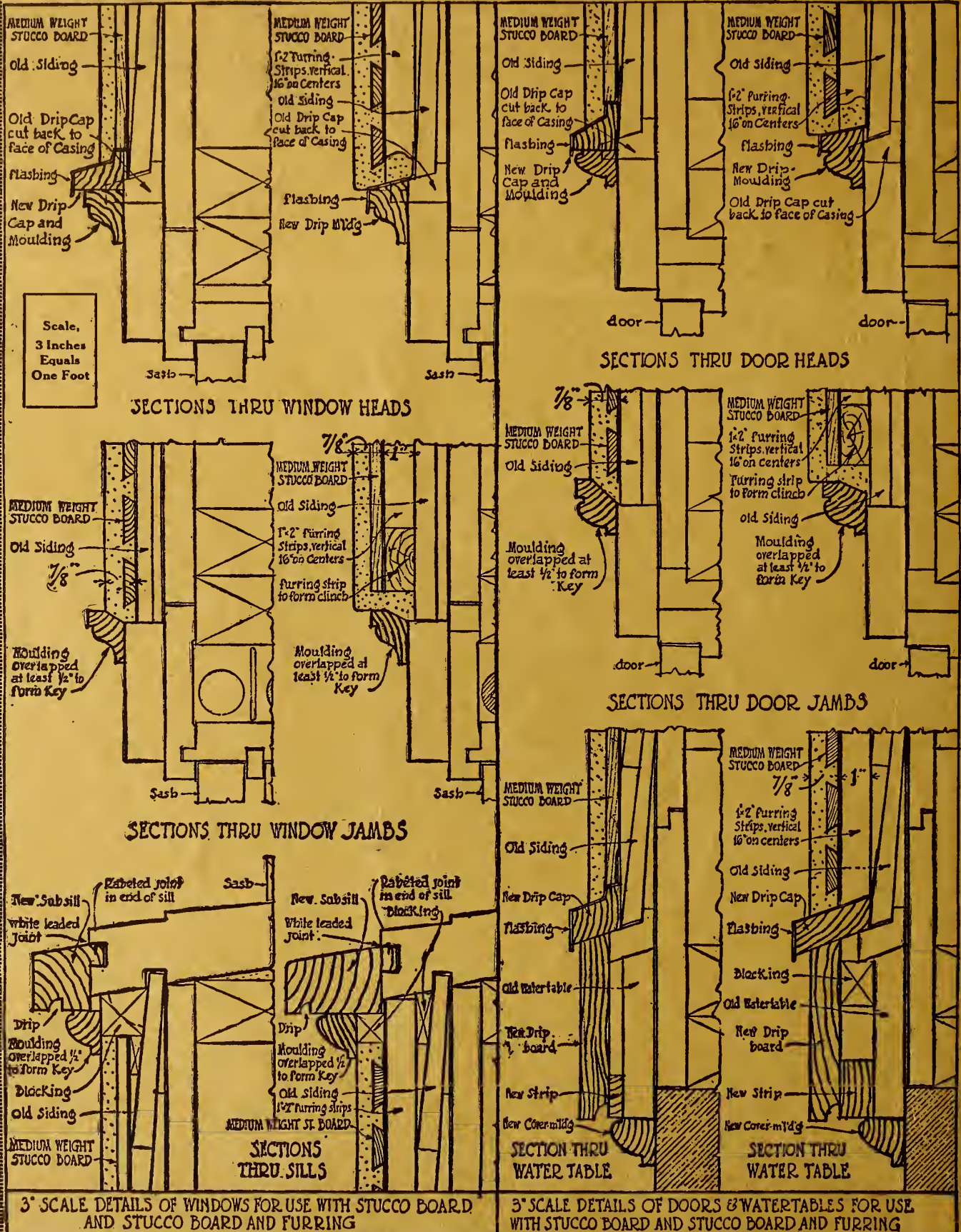
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Vol. CXVIII

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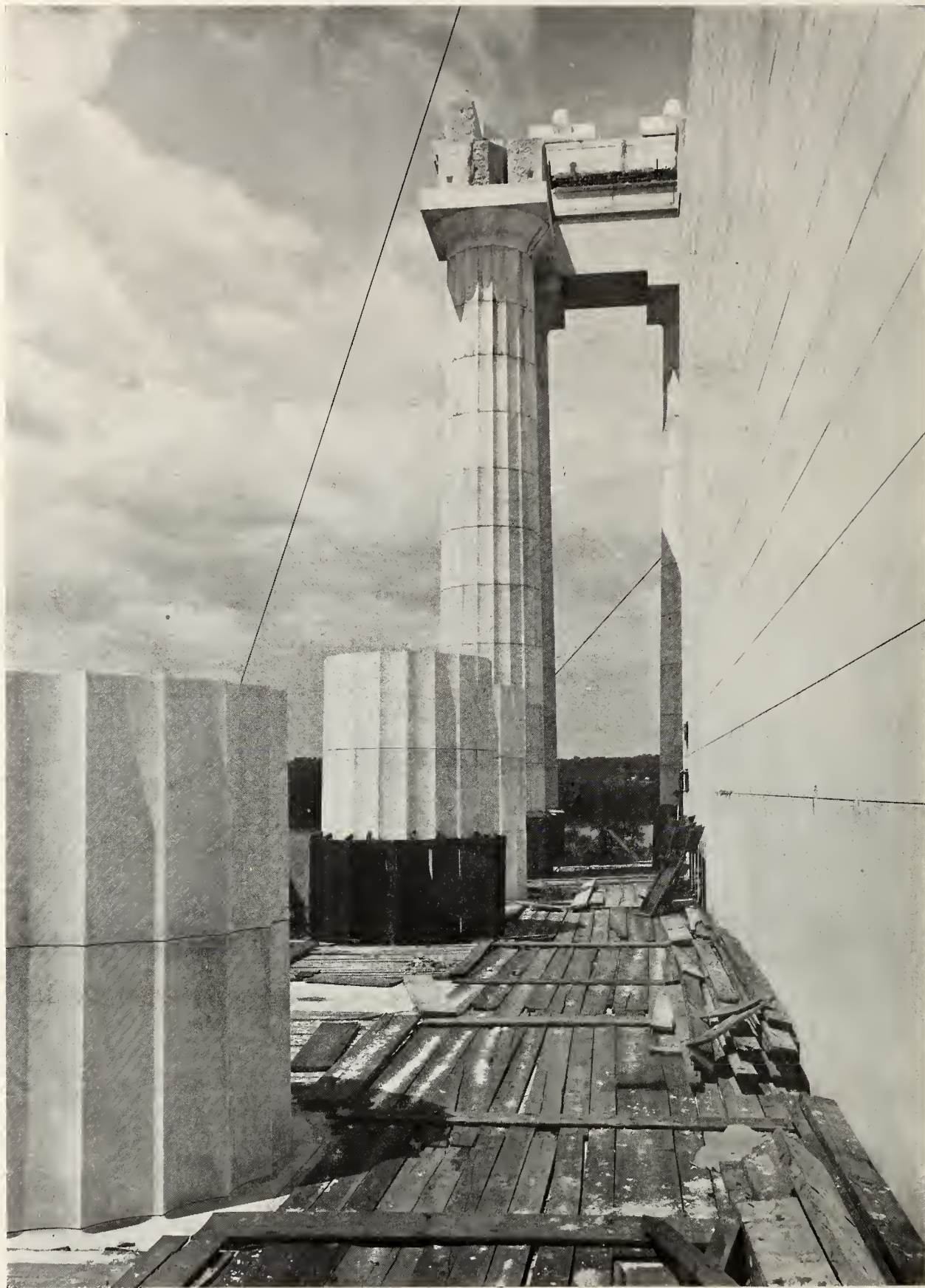
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HENRY BACON, ARCHITECT

THE AMERICAN ARCHITECT

VOL. CXVIII

WEDNESDAY, OCTOBER 20, 1920

NUMBER 2339



BIRD'S-EYE VIEW

The Lincoln Memorial in Washington, D.C.

PART I—THE SITE

By GLENN BROWN, F.A.I.A.

With a Foreword by HENRY BACON, *Architect*

FOREWORD

*B*ELIEVING that there should be a limitation to conclusions about contemporary works of art, for the reason that the value of an effort in art is best determined when the perspective of it is greater than is possible in the day of its exercise, at which time the author and his friends are prejudiced in its favor and the prejudice of others may lean too far in the opposite direction, I have nevertheless consented to write this foreword to the article on the Lincoln Memorial for the purpose of paying tribute to the sincerity and good faith which attended its design and construction, not only on the part of the authorities who had the project in charge, but also of those who executed the work.

I have never undertaken any construction in which all engaged in it have been imbued with so high a spirit of excelling in their various branches of responsibility and workmanship, and this was of course due to the reverence we all hold for the memory of Abraham Lincoln.

HENRY BACON.

ALTHOUGH Lincoln died in 1865, no definite step was taken to raise a memorial to him in the National Capital for nearly fifty years. This is strange, as all recognized him as next to George Washington, the greatest man the country had produced.

It was in 1902 that the Park Commission in studying the development of Washington City, fixed a site and suggested a form for a Lincoln Memorial. In the L'Enfant scheme for the treatment of the

Mall the Washington Monument, located on what was then the bank of the Potomac, completed the west end of the composition. In a little over a century after the L'Enfant plan was presented, the Potomac west of the Washington Monument had become marsh land. When it became necessary to dredge the river channel it was most economical to dispose of the mud by pumping it from the river to this marsh land. This pumping continued for a number of years, and before the people realized the fact

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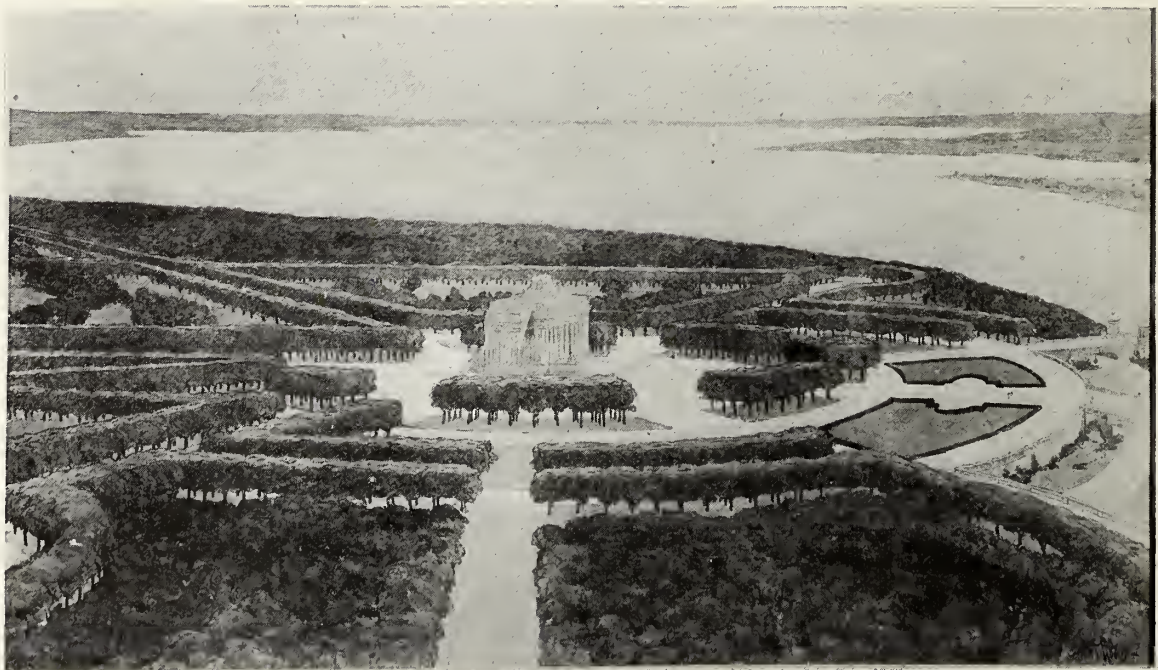


BIRD'S-EYE VIEW, SHOWING RELATION OF LINCOLN MEMORIAL SITE TO PARK SCHEME AND SURROUNDING COUNTRY

between six and seven hundred acres of reclaimed land was connected with the Mall and the Washington Monument stood about the center of a tract between the Capitol on the east and a bend in the Potomac on the west.

When the Park Commission was called in by the Senate to study the future Washington, this reclaimed land was in an undeveloped condition. They selected as a site for the Lincoln Memorial an important vacant point in the new park development, the

west end on the Potomac, second only to the Washington Monument. A line running from the Capitol through the Washington Monument to the Lincoln Memorial, made it an important terminal in the composition. The great vista proposed by George Washington and Peter Charles L'Enfant from the Capitol to the Washington Monument was continued over the newly made ground to the Lincoln Memorial, some three-fourths of a mile from the Washington Monument. While the vista from the Capitol



VIEW SHOWING RELATION OF LINCOLN MEMORIAL SITE TO THE POTOMAC RIVER.

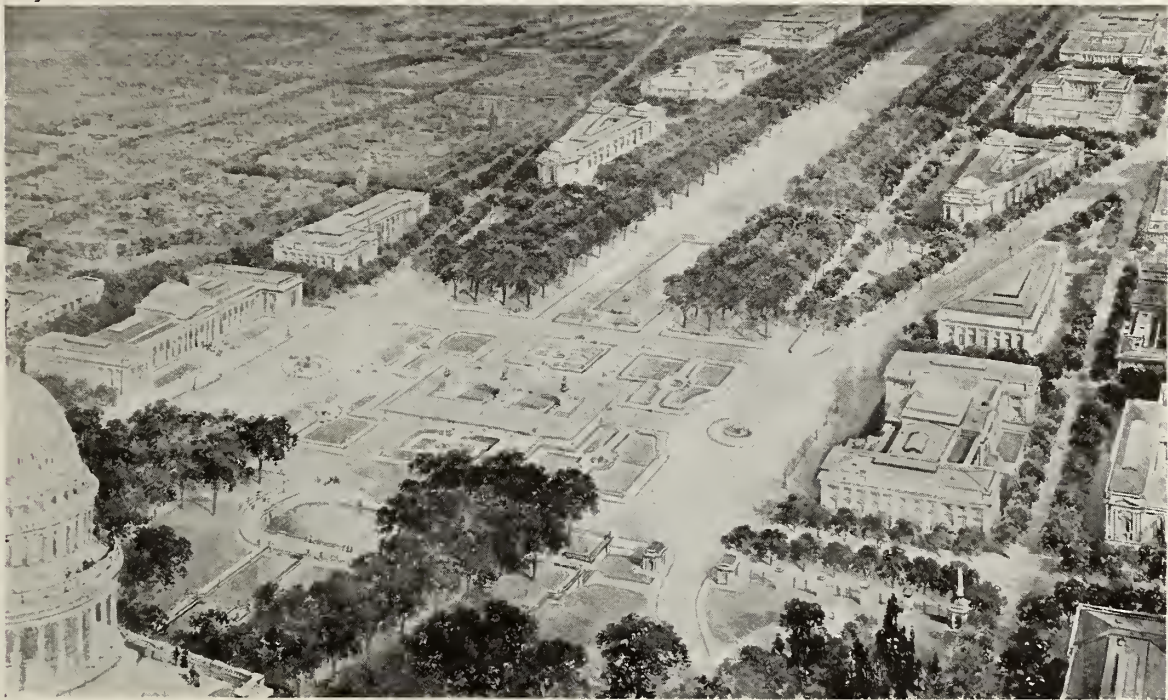
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to the Washington Monument was to be between the graceful drooping branches of dignified American elms over a broad green sward, the vista from the Washington Monument to the Lincoln Memorial was to be over a lagoon 200 feet wide, bounded on either side by stately upright English elms, eventually, as at Hampton Court, England, forming a magnificent hedge bounding the view and leading up to a simple, dignified, classic, marble structure on the Potomac; the prime object of the important site.

The fact that a memorial to Lincoln was suggested, in this broadly circulated and widely republished report, aroused both patriotism and cupidity. Many

This latter scheme was supported by three classes—those who desired to beautify and emphasize the railway station; those who desired to increase real estate values in this section, and the pride many representatives had in Capitol Hill. These interests, combined with the desire of many Representatives to destroy the integrity of the Park Commission plans, formed a strong and influential body whose efforts culminated in the bill of Representative Samuel W. McCall, May 18, 1908.

While D. H. Burnham advocated a semi-circular peristyle around the station plaza, for which his firm made studies as to the proper treatment to com-



THE GRANT MONUMENT AND PLAZA

conscientiously thought the Memorial on the low, marshy, new made ground, as they recollected it, filled in but bare and unimproved, was a most unfortunate selection. Others wished it located where they thought it would enhance the value of property or act as an attraction to their locality. Then there was strong opposition from one branch of Congress, apparently because the Park Commission Plan was a Senate measure.

Many thought Sixteenth Street Hill was the most suitable site, and a triumphal arch the best form for such a memorial. This site, while talked of and approved by a large number, was never officially brought to Congressional attention. The move to place the memorial in connection with the Union Station was the first to jeopardize the suggested site.

plete the Union Station, he did not advocate it as a memorial to Lincoln. While the discussion was at its height Burnham informed me that he had the studies for sites on Capitol Hill prepared to demonstrate the impropriety of using them for the purpose of commemorating Lincoln. After the McCall bill was introduced the American Institute of Architects, who fathered and protected the Park Commission plans, began an active propaganda in favor of the site on the Potomac.

While the McCall bill did not call for a definite site or design, the semicircular peristyle was very favorably considered and presented a concrete object for Institute opposition. The Institute flooded the country with literature showing that the Memorial would be a part, an insignificant part, of the

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station; a mere vestibule guiding to the railway station, a background for a proposed Christopher Columbus fountain.

This, all acknowledged, would form an admirable embellishment for the station, but it was easy to prove that such a site and surroundings destroyed the individuality and distinction necessary to commemorate a great American. W. S. Eames, president A. I. A., deserves great credit for his business-like management of this campaign.

Those in favor of the McCall bill had two other plans under consideration—a colonnade on Maryland Avenue leading to the station, and a memorial arch between the Capitol and the station. Neither of these proposals received serious consideration. The first lacked the distinction of the peristyle and became an approach to the focal point of the Columbus Fountain; the second reminded the people too forcibly of triumphal processions, commemorating great field battles, warriors with their captives chained to their chariots, pomp and ceremony in no way typifying our simple American.

It was clearly shown that the station site was neither of sufficient size nor proper form for imposing landscapes; that it lacked the repose necessary to commemorate one of our great men. The opposition to the station site and advocacy of the site on the Potomac culminated in the introduction of a Senate bill by Senator Francis G. Newlands, Jan. 28, 1909. This bill called for the character of design and site recommended by the Park Commission, which had notable arguments in its favor. The men who formulated the plan—Charles F. McKim, Architect, sensitive, refined, honored in this country and Europe for capacity in design; Augustus Saint Gaudens, Sculptor, one of the world's great artists, who loved the memory of Lincoln and depicted I feel as only he could, Lincoln's character and nobility in two great, enduring statues; D. H. Burnham, noted for broad views in design and execution, known as head of the Columbian Exposition, and Frederick Law Olmsted, whose firm gave the landscape treatment to the greatest parkways of the country. No stronger appeal could be made to the common sense of the people than the character of the Commission, who had thoroughly studied and recommended the site on the Potomac. W. H. Taft, as Secretary of War, wrote across a proposed change: "When capable experts have studied a scheme and made a recommendation their recommendations should be followed."

The opposition to a site on Capitol Hill became so effective that McCall introduced, Feb. 10, 1909, a joint resolution for a commission to recommend a site for the memorial. Although the commission named had Charles F. McKim and D. H. Burnham among its members, the majority was so evidently in favor of the Capitol Hill site that the commission

was strongly opposed. This commission was to select a plan and approve a site. McKim at that time was stopping in Washington. Frank D. Millet and myself went to see him and told him of the resolution. He was indignant and immediately drafted a letter declining to serve on such a commission, saying in effect that he had thoroughly studied the question as a member of the Park Commission, and that further consideration of the scheme for seven years had confirmed his opinion that the site selected was the only site for a Lincoln Memorial in Washington. In connection with this McCall cabled Burnham, who was in Europe at the time. Burnham's answer by cable was used in the House as an indorsement of the peristyle scheme. In this cable Burnham intended to emphasize his desire to adequately complete the station, but was not advocating it as a memorial to Lincoln. When McKim and others cabled him of the use being made of his message Burnham cabled that the Potomac Park site was the only place for a Lincoln Memorial.

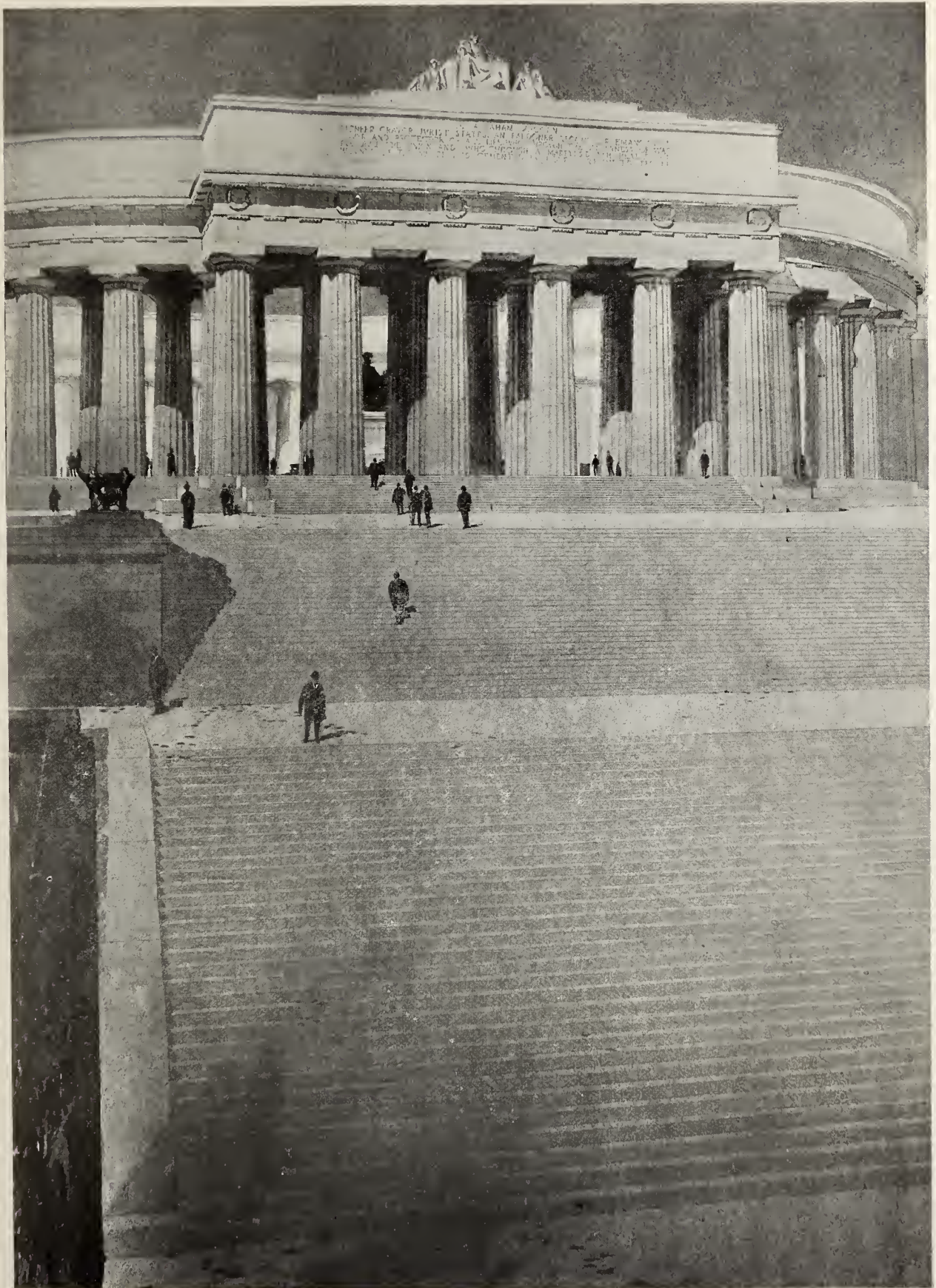
In the meantime art societies, municipal associations and patriotic organizations throughout the country began taking an active and intelligent interest in the subject, and expressed their opinion in favor of the site selected by the Park Commission. One of the most notable indorsements of this kind was that of the National Institute of Arts and Letters, composed of 250 noted, selected men in arts and letters. It was their first and I believe their only indorsement as a society of any project.

Their indorsement, Feb. 5, 1909, was as follows:

"Resolved, That the National Institute of Arts and Letters heartily approve of the plan for a Lincoln Memorial in Washington as provided in the plan of the Park Commission, and in the bill of Senator Newlands, now pending in Congress, and the Institute records its earnest conviction that historically as well as artistically it would be a mistake to locate the memorial between the railway and the Capitol."

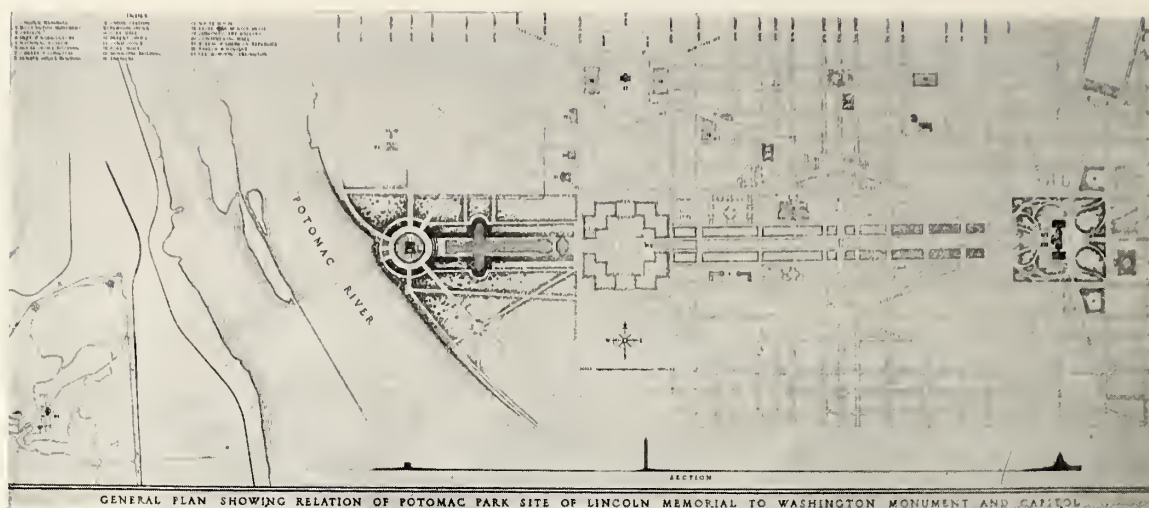
Theodore Roosevelt, in appointing his Fine Arts Council, Jan. 11, 1909, said: "I shall request the Council to immediately report and give their opinion (see Article on Theodore Roosevelt and Fine Arts, in *THE AMERICAN ARCHITECT*—2) on the location of the Lincoln Memorial."

The first question considered by the new Fine Arts Council was the location of this memorial. They brought out in their report the bad effect of placing a memorial at the foot of a down grade, other buildings like the Capitol and station dominating the structure; its non-relation to the composition as a whole; the want of space for adequate landscape treatment, and the lack of dignity in connection with a railway station, and indorsed the site and landscape treatment on the Potomac. This report of the Fine Arts Council, which was composed of thirty picked



DESIGN SUBMITTED BY JOHN RUSSELL POPE FOR A LINCOLN MEMORIAL
CIRCULAR IN PLAN.

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GENERAL PLAN, SHOWING RELATION OF POTOMAC PARK SITE OF THE LINCOLN MEMORIAL TO THE WASHINGTON MONUMENT AND CAPITOL

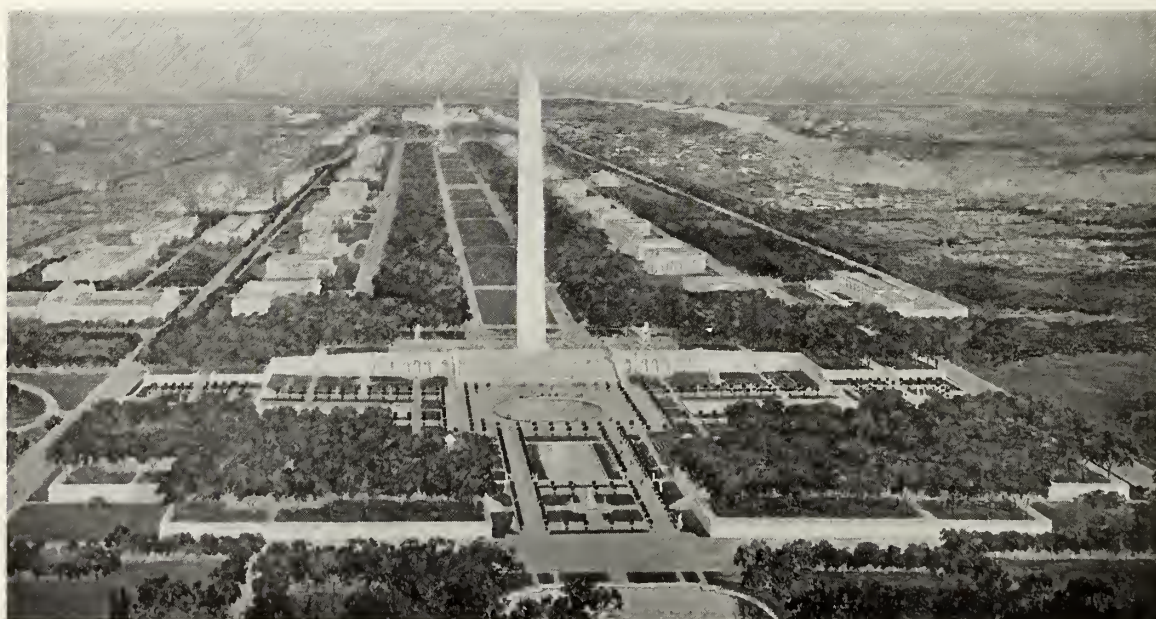
architects, painters, sculptors and landscape architects, representing the most enlightened artistic opinion of the country, backed by Theodore Roosevelt, defeated the effort to get the memorial between the Capitol and the railroad station.

Not long after the McCall bill was introduced Representative Lafean introduced a bill (Dec. 7, 1908-Jan. 10, 1909) for a highway two hundred feet wide from Washington to Gettysburg, to be known as the Lincoln Memorial Highway. No one objected to a highway, but there was positive objection to a highway taking the place of a real memorial. Those who appreciated the fact that combinations of idealism and utility usually lost their identity as a

memorial in their use as a utility. Those in favor of the Park Commission plan had no fear of the roadway scheme. They did not appreciate the strength of the landed interests advantaged, of the joy riders thrilled, or of motor factories' increased sales.

There is little further to record until Congress provided for a memorial to Abraham Lincoln in the act approved Feb. 9, 1911, appointing the following commission: W. H. Taft, Senators S. M. Cullom, George P. Wetmore, H. D. Money, Representatives J. G. Cannon, S. W. McCall and Champ Clark.

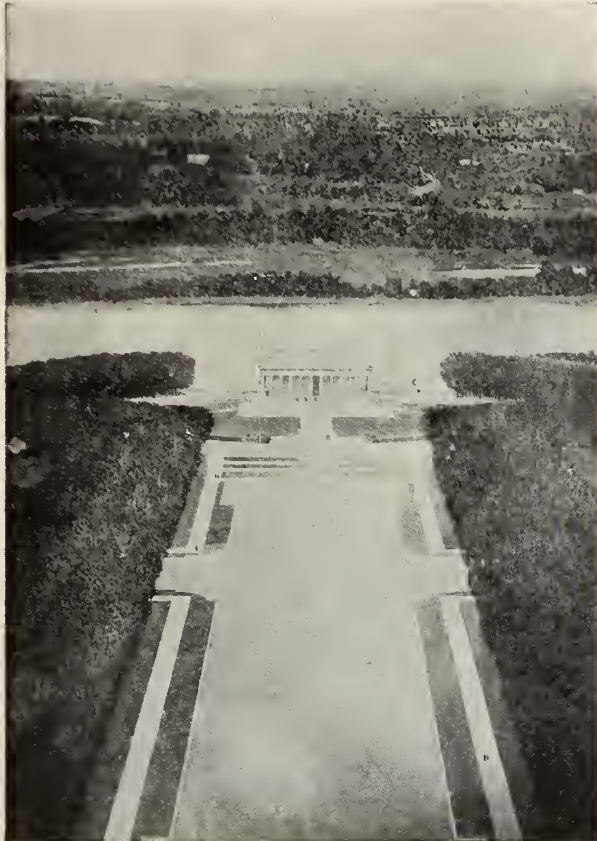
The commission was given full power to select a site, architect and design. The cost was fixed at \$2,000,000 for a memorial in the City of Washing-



THE WASHINGTON MONUMENT AND TERRACE

Showing park, 900 feet wide, as urged by Charles Follen McKim and ordered by President Roosevelt.

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THE LINCOLN MEMORIAL
Showing relation of site to Virginia Hills.

ton. The composition of this commission was interesting. Taft and Wetmore had expressed their approval of the Potomac site; McCall was known to be favorable to the Capitol Hill site; Cannon was strongly opposed to the Park Commission site; Money was indifferent, with no convictions; Clark was in favor of a roadway; Cullom, a friend of Lincoln, very old, was most anxious to see the work started on his friend's memorial, gave mild approval to the Potomac site, but was willing to accept any site if he could see the work in progress.

With a commission of this composition it took some time to arrive at a conclusion.

The first step was a wise one. They submitted questions in dispute to the Commission of Fine Arts for a report on a site and a method of selecting designs.

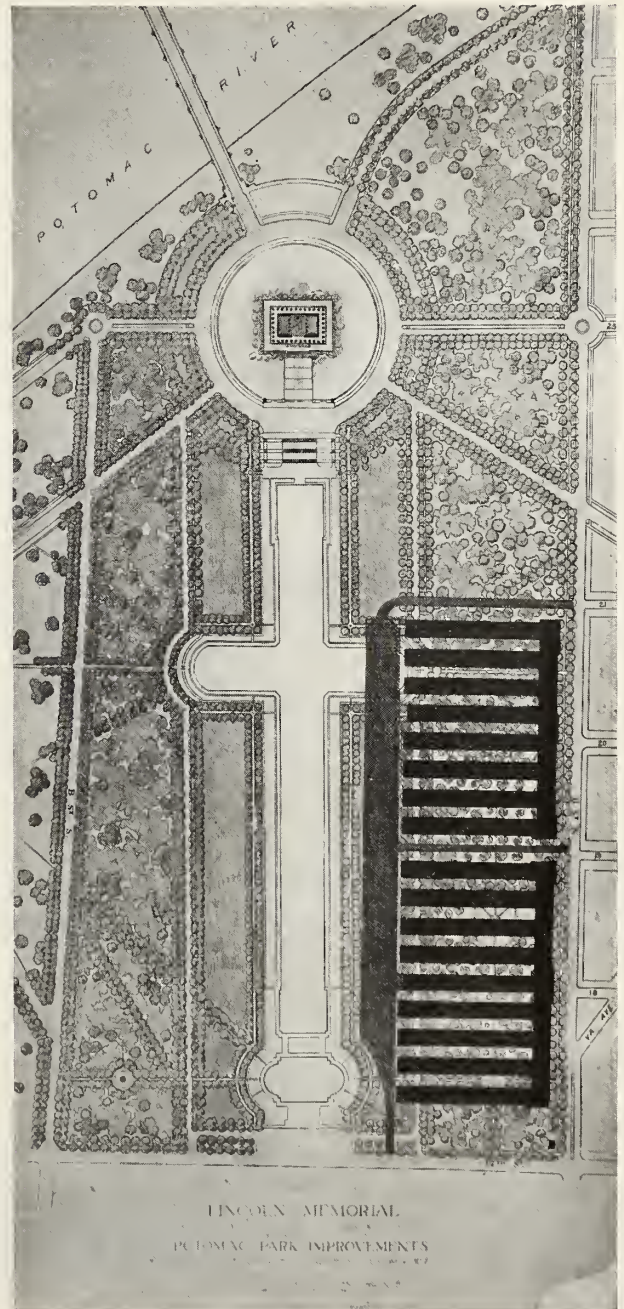
The Fine Arts Commission were asked for advice on the following locations: The axis of Delaware Avenue, or the site between the Capitol and the railroad station; the site proposed on the avenue near the Peace Monument; on newly acquired land between the Capitol and station, and on the Potomac Park site. The Fine Arts Commission, July 17, 1911, after four months' study, made a unanimous

report in favor of the Potomac Park site. Although their report covered the ground passed upon by other experts, it may be well to give a brief outline of their conclusions.

These were, briefly:

On sites near the Capitol:

"It would not only mar the new structure, but destroy the orderly plan and impair the beauty of



LANDSCAPE TREATMENT OF LINCOLN
MEMORIAL SITE

The black gridiron shows destructive effect of war-work buildings, which should be removed.

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present buildings by introducing a new and non-relating element."

On the axis of Delaware Avenue:

"Any structure on this axis would destroy the effect of the Capitol dome to visitors entering the city, a vista which should never be obstructed by a large object."

On the proposed avenue to Peace Monument:

"It would be impossible to locate a dignified structure on this axis without a peculiarly ugly, angular relation to the Capitol and the Union Station."

The same reasons governed in their consideration of the land for enlarging the Capitol grounds and the territory east, south and west of the Capitol. Any structures of importance would be marred and mar the effectiveness of important, historical buildings already in place.

They noted that a colonnade around the plaza would be more a part of the station than a memorial to Lincoln, and that an arch on either of the axes mentioned would seriously detract from the dome of the Capitol. Minor structures on these axes would not be large enough to give them dignity. They called attention to the fact that the least desirable location for an exhibit is near an entrance, and placed near the station the memorial would teach but a feeble lesson. After considering more than a hundred studies made during a series of years for a memorial near the Capitol, they "prove conclusively that any location near the Capitol presents obstacles that are insurmountable, if the manifest desire of Congress for a great memorial is carried out."

The proposed arch on Meridian Hill:

"That it was surrounded by incongruous structures, not sufficiently isolated, and the monument would occupy a position of distinctly inferior rank."

Fort Stevens, on Seventh Street, was not a radial avenue, and a site on it would not co-ordinate with any of the chief monuments of the Capitol.

Against a memorial bridge across the Potomac, the commission states the form a memorial should take:

"Some abstract form of art typifying the endeavors and character of the man. Because of traffic a bridge would not in itself alone impress one as a memorial.

A road to Gettysburg was dismissed with the statement:

"Although they considered it, it was precluded as the act called for a memorial in the City of Washington, but there are reasons which appear conclusive why a road to some distant point could not be made a suitable memorial to Lincoln."

Why did they agree on the Potomac Park site?

The isolation; nothing for it to clash with or to mar its beauty.

Independent area, with a possibility of treating the landscape to enhance the structure.

The undisputed domination of a large area.

While isolated, it is readily accessible and prominently in view from the river, park and amphitheatres of hills in the District of Columbia and Virginia.

Its forming a part of the great art composition. The Lincoln Memorial would be most prominent, ending the axis running from the Capitol through the Grant Memorial and the Washington Monument.

Secretary John Hay expressed clearly the sentiment and reasons for the park site.

"The place of honor is on the main axis of the plan. Lincoln, of all Americans next to Washington, deserves this place of honor, he was of the immortals. You must not approach too close to the immortals. His monument should stand alone, remote from the common habitations of man, apart from the business and turmoil of the city, isolated, distinguished, serene."

After the approval of the Park Commission, the Fine Arts Council, of Roosevelt, and the careful review and approval of the site by the National Fine Arts Commission, we thought the question finally settled.

The Memorial Commission before approving the site selected Mr. Henry Bacon to prepare designs for the Potomac Park site, acting upon the advice of the Commission of Fine Arts. Members of the Memorial Commission antagonistic to the Park plans were sufficiently strong to demand drawings for other sites. A few weeks after Mr. Bacon's appointment Mr. John Russel Pope was directed to prepare plans for a memorial in the Soldiers' Home grounds on the axis of North Capitol Street, and on Sixteenth Street Hill. The designs of Mr. Bacon and Mr. Pope, beautifully rendered and lavishly presented, with carefully made models of the memorial and landscape, were put on exhibition in one of the halls of the New National Museum.

Here the Memorial Commission gave them careful study, and on Feb. 3, 1912, by majority vote, adopted the site on the Potomac River, according to the Park Commission plan.

Those interested in the development of Washington and in satisfactorily commemorating Lincoln, who had been striving for ten years toward this end, felt that their labors were over. They did not take into account that the site selected served no interest except the best development of the city and the most distinguished memorial to Lincoln.

The desire to use the two million dollars appropriated where it would increase property values, widen motor sales and foster traffic and pleasure



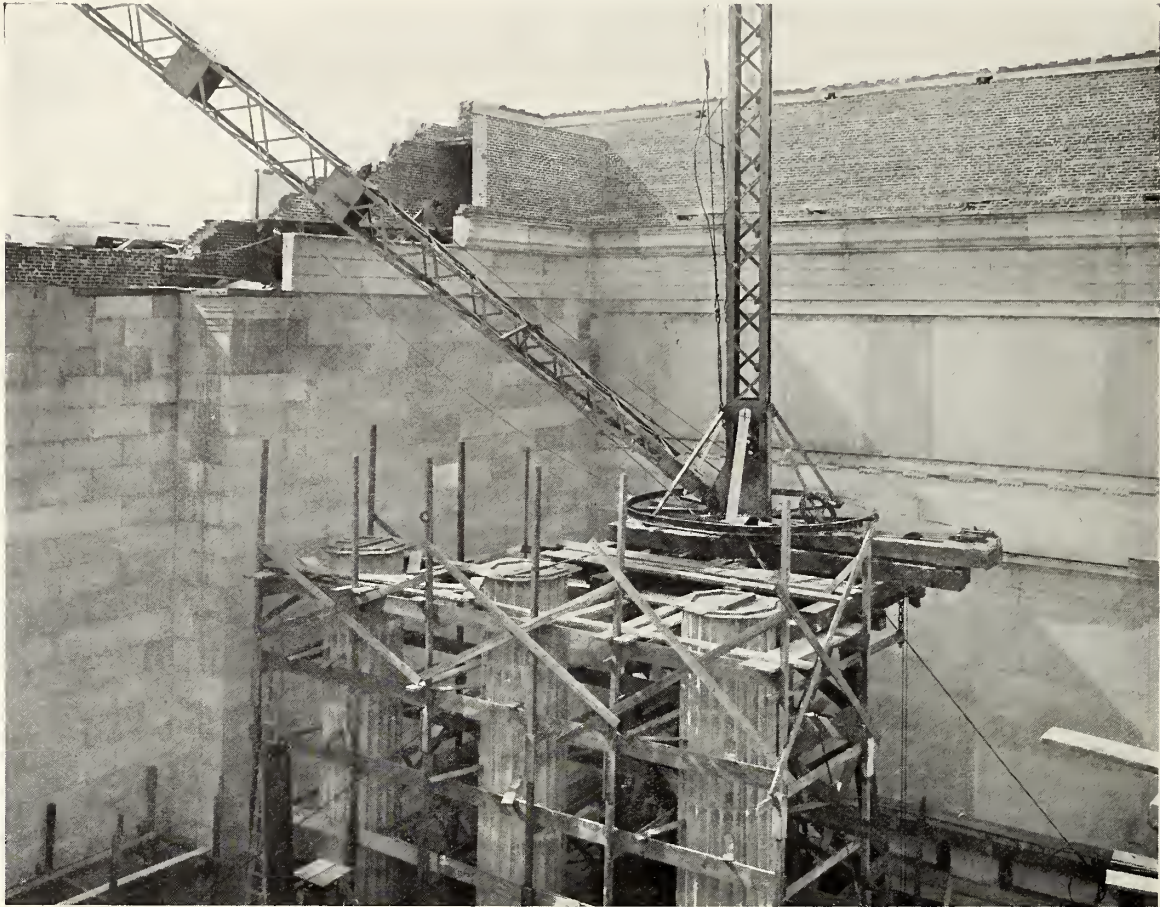
INTERIOR VIEW
DESIGN SUBMITTED BY JOHN RUSSELL POPE FOR A LINCOLN MEMORIAL ON
SIXTEENTH STREET SITE

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riding, appealed to a large, aggressive and influential body of our citizens. With two millions as a stimulant, little consideration was given to the proper development of the city or the memory of Lincoln. We came near losing after being assured of our victory. The Lafean bill for a roadway to Gettysburg was revived by Representative W. P. Borland, of Missouri, in the form of an amendment to the act creat-

mobile Associations, and to highway and touring clubs.

The Lincoln Memorial Road Association, Mr. James T. McCleary, former Representative, president, his son, Leslie T. McCleary, ex-secretary, and Charles J. Glidden (of Glidden's Tours), secretary, was the organization representing those interested in the roadway.



VIEW OF INTERIOR DURING CONSTRUCTION
THE LINCOLN MEMORIAL, WASHINGTON, D. C.
HENRY BACON, ARCHITECT

ing the Lincoln Memorial Commission to secure plans and designs for a memorial to Abraham Lincoln. His proposed amendment struck out the paragraph "in the City of Washington, District of Columbia," leaving it within the power of the commission to use the money for a roadway.

Representative Borland supported his amendment by a speech in the House of Representatives, July 28, 1911. This speech he circulated extensively, sending it to posts of the Grand Army of the Republic, the camps of the Loyal Legion, the branches of the Federation of Labor, to the State Grangers of Pennsylvania and Maryland, the American Auto-

Mr. Borland circulated his documents so as to get the support of organizations mentioned, in February, 1912, and gained the active support of many of them for the hearing before the Library Committee of the House of Representatives, James L. Slayden, of Texas, chairman, held March 5 and 6, 1912. The hearing was on the amendment to the act creating the Lincoln Memorial Commission.

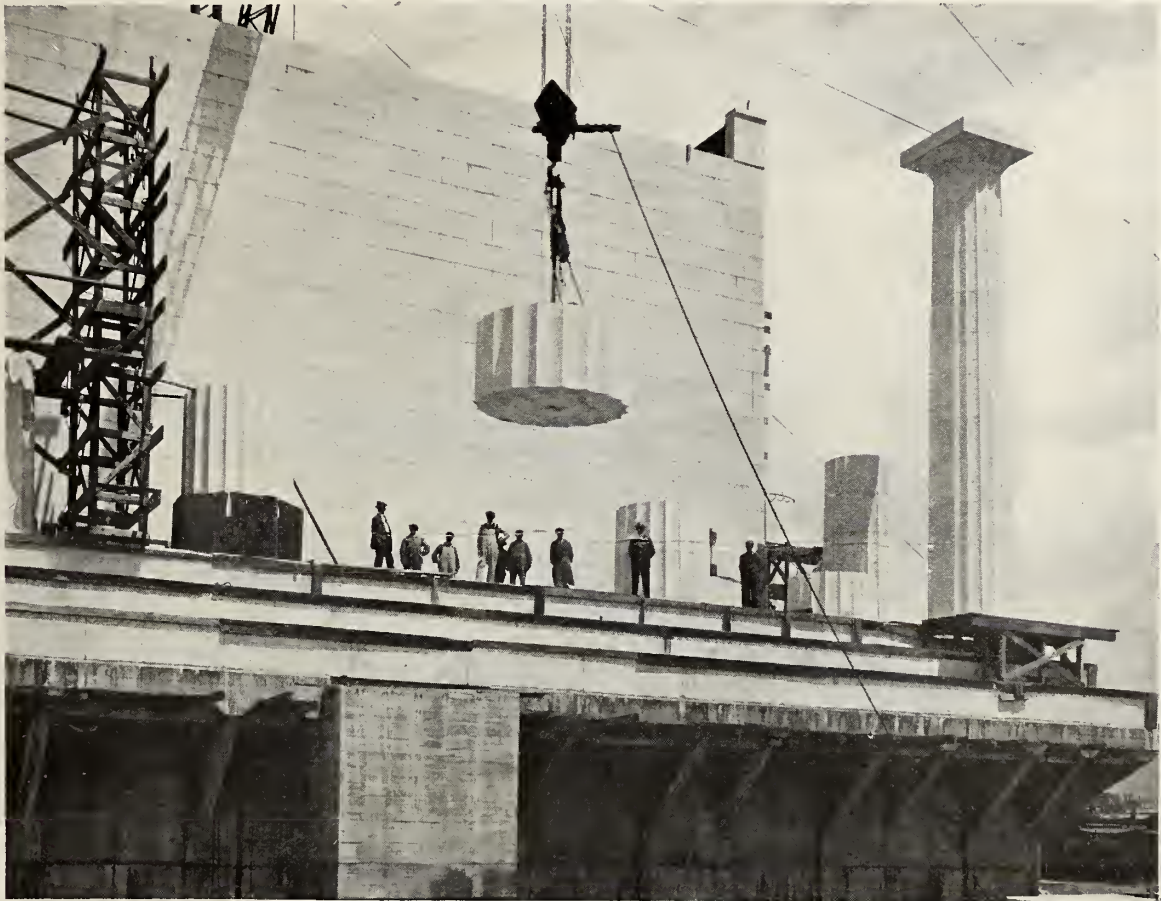
At this hearing were marshalled the forces in favor of the roadway, commanded by Representative Borland and ex-Representative McCleary. Those in favor of the Potomac Park site were acting under the auspices of the American Institute of Architects.

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The conduct of the case for the Potomac site side before the committee was placed in the hands of Mr. A. S. Worthington, one of our ablest lawyers, who gave his services *pro bono publico*. Representative Lynden Evans, member of the Library Committee of the House, who led the opposition to the Borland amendment, was indefatigable in collecting data and information on the subject, and

licity to get the wishes of the people before Congress. As a part of the campaign it is very important to send a personal letter. To put these enclosures in the mail costs about \$45 per thousand, or a total of \$12,375.

"Having in mind the far reaching importance of this matter one of the good roads committees connected with the Automobile Industry has subscribed



PLACING THE COLONNADE
THE LINCOLN MEMORIAL, WASHINGTON, D. C.
HENRY BACON, ARCHITECT

showed his knowledge in questioning the various presentations of the roadway advocates. He was particularly curious as to the kind of Lincoln Highway they proposed to build for twenty thousand dollars a mile, and brought out clearly that it was an ordinary country road, in no sense the proposed Appian way, as advocated, and a poor tribute to Lincoln. He presented a letter sent by the Executive Secretary of the Lincoln Memorial Road Association showing some of the interests most anxious for this road. I quote a part of this letter.

"We are conducting a National Campaign of Pub-

\$2,500 to aid our publicity campaign. Many of the automobile clubs and individual manufacturers have subscribed varying amounts. You may have subscribed directly or indirectly. But even if that is the case it is vital to the success of the movement that you subscribe a substantial amount in addition, as more money is urgently needed and a popular subscription could not be raised in time to be available.

"Over one hundred members of the House of Representatives, including the Speaker of the House and many of the leading Senators of both parties

(Continued on page 503)



The Lincoln Memorial

OF the many memorials that have been erected to Abraham Lincoln, none is more stately, none more beautifully conceived and none more brilliantly executed than the imposing pile that now graces its site in Washington. The many factors that have led to this most satisfactory conclusion are studiously set forth in the first of a series of articles by Glenn Brown, which appears in this issue.

At the outset of his article Mr. Brown states that it was not until a lapse of fifty years that any steps were taken to raise a monument to Lincoln in the National Capitol. Will this lapse of half a century and the success that has surrounded the undertaking be sufficient to prove conclusively that there is un-wisdom in speed in the matter of our war memorials? That we shall show a greater respect for the historic dead of our last war, by waiting until we are sure there has been developed an opportunity and a scheme that will fittingly represent a nation's gratitude and respect? In France it has been agreed to defer for at least a decade the construction of a national monument to her martyred dead. This example we of the United States may with good judgment follow. The Lincoln Memorial of Washington affords a most wonderful example of the wisdom of the policy of study and preparation.

It should be a source of the most profound satisfaction to every architect in this country to learn as he reads these articles how thoroughly the American Institute of Architects safeguarded every step in the selection of the present site and the formulation of its dignified design. Without such efficient guardianship there is no doubt that this monument would have become the plaything of real estate speculators and the object of bungling efforts on the part of politicians and others with sordid interests to serve. These things are facts and are set down with absolute accuracy by Mr. Brown, either in the present series or in that on Roosevelt and the Fine Arts, recently presented in *THE AMERICAN ARCHITECT*.

IT will be unjust too harshly to criticise the erection of the war emergency buildings at a place that just now seriously destroys a view which, when all

the landscape features are developed, will be one of very great beauty. War's necessities must first be served and now, having been served, it is reasonable to suppose that these unsightly structures will soon be removed. As to these features and any others similarly discordant, there can be no doubt that a people who have, after the lapse of half a century, found their judgment of the great Lincoln to be well founded, will not permit the slightest act that will in any way mar the integrity of the monument that has been erected to his memory.

Parties rotate in power, men may prominently stand in the spotlight of temporary importance. It is the truly great that live in the hearts of a nation. Lincoln needed no monument to make sure that his memory would, as does Washington's, live forever in the hearts of a grateful posterity. If some tangible manifestation of that gratitude and respect were needed, it is a deep sense of satisfaction to have one so very dignified and appropriate in all of its phases as this memorial to Lincoln that stands in classic beauty on the banks of the Potomac at Washington.

"What Is Art?"

IN its issue of September 16, *Engineering News-Record* illustrates the Bensalem Avenue Bridge in Philadelphia and prints a thoughtfully prepared descriptive article in which this fine bridge is called "an essay in ornamentation." Architects will find little if anything to criticize in the tenor of this article.

But the fact that the editors have been willing to concede to architects their just recognition for the part they have played in the designing of this bridge does not appear to justify them in giving space to the letters of correspondents that have been printed in subsequent issues. As a striking example of a most incorrect inter-professional attitude, these letters are of interest. But just what purpose the editors of *Engineering News-Record* hope to serve by presenting, even as the opinion of others, a series of statements that are unjust, misleading and in a certain sense pernicious it is difficult to discern.

The inter-relation of the professions of architec-

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BURNHAM'S SCHEME FOR TREATMENT OF STATION PLAZA

(Continued from page 499)

have already expressed themselves in favor of the Memorial Road. We would like to make it as nearly unanimous as possible. * * *

"In addition to making a substantial subscription now, I hope each of your executive officers will write a personal letter to his Congressman and his two State Senators urging them to favor the plan for the Lincoln Memorial, which includes the road to Gettysburg, and you will arrange to have each of your representatives and agents throughout the country to do the same."

Representative Evans brought forcibly to the attention of the committee the necessity of a broad right of way to protect the dignity of the roadway from objectionable buildings. He showed clearly how ridiculous was the assertion what the roadway at \$20,000 a mile would be when compared with the Appian Way, uprooting one of the favorite assertions of the claimants. They were also quizzed on the subject of maintenance, character and cost. On May 6 Messrs. Walter Cook, R. Clipston Sturgis, Irving K. Pond, M. B. Medary, architects, brought to the attention of the committee the importance of artistic landscape, dignified bridges and architectural

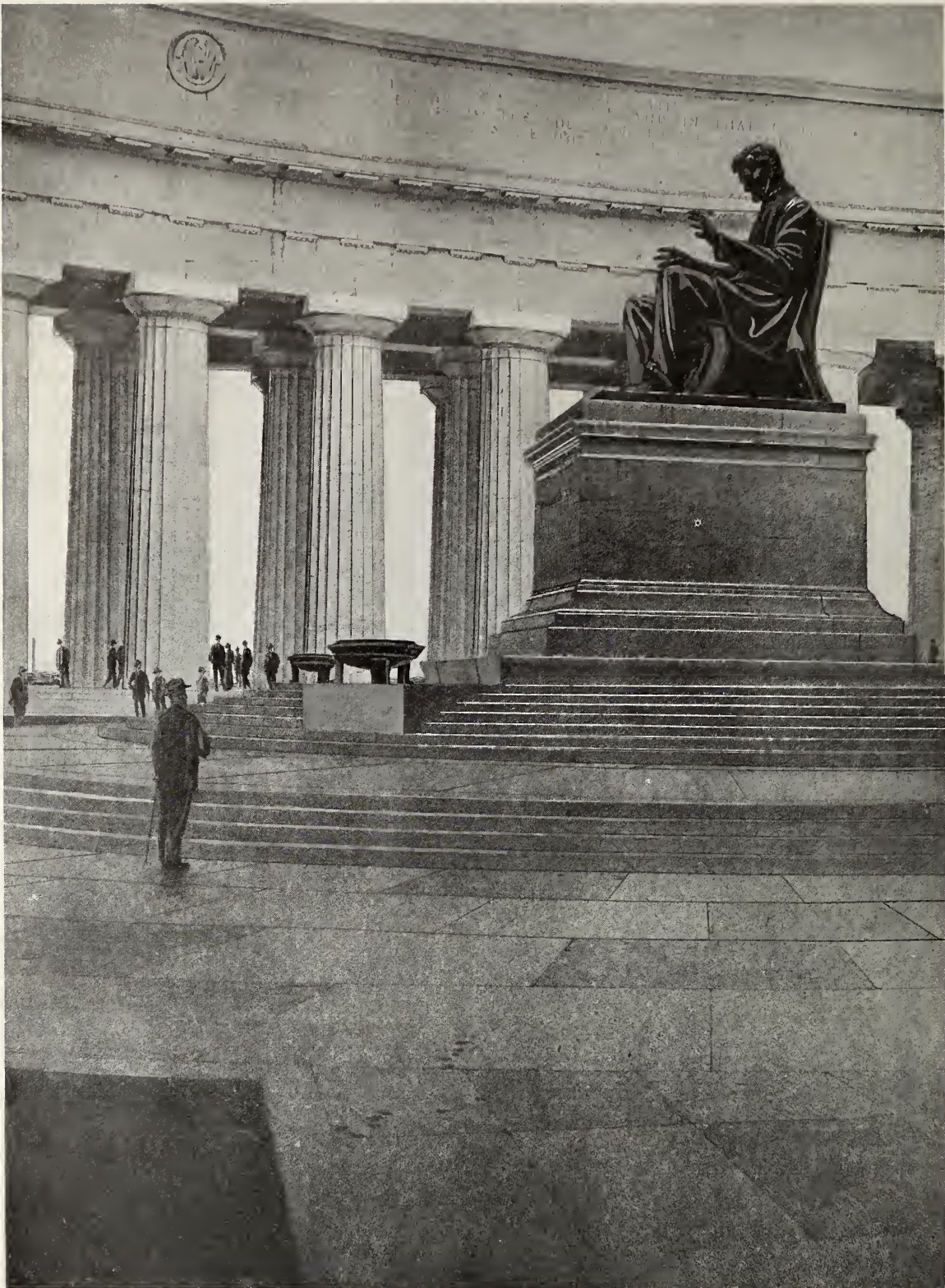
structures to give the roadway the character necessary for a national memorial.

Mr. A. S. Worthington summed up the points against the roadway and in favor of the Potomac Park site. Mr. Worthington, through a letter of Col. J. A. Watrous, proved the claimed action of the Grand Army in favor of the road was uncertain, that Mrs. Moore who represented several hundred women advocating the road was untrue. He presented a letter from her approving the Potomac Park site and stating she represented 800,000 women. He called attention to the three expert commissions who had approved the Park site. He called attention to the fallacy of confusing a memorial to Lincoln with anything simply utilitarian. Then he brought out the personal interest of the advocates for the roadway and explained the legal complications arising from the United States owning a string of land cutting Maryland into two parts. Major W. V. Judson, engineer-commissioner, who brought with him probably the only estimate made for a memorial road in this country, a document carefully prepared by the Engineer Corps of the Army. It constituted the simplest form of construction and planting for a memorial road and was estimated to cost \$120,000



TREATMENT OF THE PLAZA AS PROPOSED BY D. H. BURNHAM

THE AMERICAN ARCHITECT



INTERIOR DETAIL

DESIGN SUBMITTED BY JOHN RUSSELL POPE FOR A LINCOLN MEMORIAL OF A
CIRCULAR MOTIVE FOR THE PARK SITE

THE AMERICAN ARCHITECT



GENERAL VIEW

DESIGN SUBMITTED BY JOHN RUSSELL POPE FOR A LINCOLN MEMORIAL.
CIRCULAR IN PLAN

per mile instead of \$20,000. Major Judson said on the basis of conditions at the time of his testimony, a highway of the character mentioned would cost \$20,000,000, without ornamental features of any kind, even trees.

Major Judson stated that 10 cents per square yard per annum was a fair estimate for maintenance, which would make such a road cost between \$600,000 and \$700,000 per annum, and if fences and parking were included the maintenance would amount to \$1,000,000 per annum.

On the strength of these hearings the Library Committee approved the recommendation of the site made by the Fine Arts Commission.

Rep. Lynden Evans presented the report, bringing

out clearly the reasons as mentioned throughout this article for their decision.

In the meantime the advocates of the Borland amendment were active and aggressive in proselyting representative and in securing strong support in the House.

A short time before the measure came up for action in the House of Representatives, Senator Elihu Root made a telling speech before a popular audience on the advantages of the Park site and the futility of the Roadway, stating that the roadway was fostered by real estate interests along the proposed route.

This speech was given great publicity in the press



MERIDIAN HILL SITE. VIEW FROM THE SOUTH

and as we had first hand evidence of the activities of real estate speculators, it was effective. Congress began to take notice; although two weeks before it was presented for final action, Representative Slayden and Senator Root thought we would lose.

When the amendment was brought up, due to Representative Evans' clear telling report and statements as to the cost and maintenance of a memorial

road, the personal interests of those advocating a roadway, aided by the effect of Senator Root's speech, opposition to the park site vanished and the Borland amendment was defeated by a large majority.

After more than ten years of anxiety and labor, the site called for in the Park Commission's plan was fixed.

Architectural Quicksands

By CLINTON H. BLAKE, JR.

Negligence in Issuance of Certificates

THERE is another reason, and one more directly affecting the personal interests of the architect, why he should exercise adequate care in checking the estimates and requisitions of the builder and the work done, before issuing certificates. The saving to the client, and the protection afforded the interests of the client, by careful attention to his side of the architect's duties as superintendent, has been already referred to. This is, naturally, important and part and parcel of the obligation which an architect owes to his client. Every conscientious architect will appreciate this fact and realize that, as the trusted agent of the owner, it is incumbent upon him to overlook no reasonable means of protecting the latter, in supervising the work done and in checking the payments which the owner makes to the builder, in reliance upon the certificates of the architect. Aside from this, however, the architect may, if he fails to give proper care to this matter of certificates, incur a direct personal responsibility. If the architect gives certificates to the builder, exceeding the sums which should be certified under the contract, it is quite possible that he will be called upon to make good to the owner the loss occasioned the latter by such neglect on the part of his representative.

In pointing out the necessity of a careful survey and checking of materials and of all of the component parts of the building operation, I have already referred to a case where the contractor endeavored to secure all of his profit by including the major part of profit and overhead in the earlier items included in his estimates. This contractor, as stated in a prior article, finally became insolvent, and if it had not been for the careful checking by the architect, of the estimates and his discovery of the fact that the contractor had included his profits and overhead on the earlier items, the owner would have been left with an uncompleted building on his hands and with a reserve fund insufficient to complete it, without

serious loss. It is in just such a case that the architect might easily incur personal liability and a substantial loss. If the architect, by lack of reasonable precaution or thought, certifies amounts larger than those which he should certify, and the builder then becomes insolvent or goes into bankruptcy, the owner may be entitled to recover from the architect the amount of the loss which he has suffered by reason of the over-certification.

There would seem to be no reason why the same rule should not apply where the neglect of the architect consists, not so much in over-certification, as in a failure to perceive the fact that the estimates originally accepted are improper and unfair to the owner, in that the items of cost are not distributed properly with respect to the various component parts of the building, but are so arranged, as to give to the contractor the major part of his profit on the earlier items of construction. It is possible that the architect might defeat recovery by the owner in such a case, by the plea that the architect was acting in the quasi-judicial capacity of arbitrator, and that he was, therefore, entitled to the certain immunity from damages, based on errors of judgment or even neglect, which is referred to under the heading following.

THE ARCHITECT AS ARBITRATOR

I have already pointed out the fact that the relationship between the architect and the owner is very similar to the relationship between the lawyer and his client. This similarity between the two professions may be properly carried a step farther and the ordinary architect will no doubt be especially astonished to know that, in his capacity as supervising architect, he is constantly acting in a judicial or quasi-judicial capacity.

Every architect is, of course, familiar with those clauses of the construction contract now so generally used, which designate the architect as arbitrator, to determine matters in dispute, and to pass upon ques-